

FREQUENT BUT NON-BASIC RULES
(IN PLAIN LANGUAGE FOR FLUID COMBAT)

BASIC FLYING(MOST LIKELY TO BE FORGOTTEN)

1. Max. Climb if not upright flat is minus 50%(!!) round down!!!!
2. Brake 1 in red sp. ALWAYS!! No Power Factors in or into red!
3. Slip cost from red sp. is -0, not -2!!!! Add 1 Turn at least (all Sp!).

SHOOTING

4. 600 ft. from below, 1200 ft. from above are the maximums.
(Advantage limit is 1200ft. for both above and below.)
5. From outside 12 or 6 o'clock; roll above 4 to hit.
6. Inverted or in a V. Dive shooting at non-V. Dive; 2 hex max..
7. Disadvantaged fighter targets or big bomber targets; go through their hex/altitude and stop no more than 2 hexes beyond; may shoot 1 hex (point-blank) with K-14 gunsight restriction along the way. Reach 300 ft. OPPOSITE your start altitude minimum, unless co-alt. with target from the start (where you must then, quite logically, stay put altitude wise!). K-14 odds; roll above 2, not 4!
8. Interlocking front 180s; 10+ combined speed requires 6 to hit.

BEING HIT SINGLE ENGINE (OPT. FOR TWIN W/LESS THAN 3 POWERS)

9. "E" hits; -1 max. yellow speed strictly for the first "E" hit only.
(P-47, F4U, F6F, FW-190A-8/R2 and (opt.) twin engine; 2nd only!)
-1 Power Factor per hit from the 2nd "E" hit. (P-47 from 3rd!)
-.1 available climb per "E" hit.
(P-47, F4U, F6F from 2nd "E" hit only! This superceeds rule #24!)
10. "W" hits; -1 max. red speed per 2 "W" hits.
-.1 to ALL vertical performance per "W" hit.
At 4th "W" hit; no Slip/H-Loop/H-Roll and -1 to max. yellow sp..
(P-47 at 5th "W" hit only!!)
11. Low-power twin engine fighters such as Me-110 or Ki-45;
consider as destroyed with one engine out unless engine out data is provided. "E" hit distribution roll (opt.); even number; even. Odd; all on one side. (May be used on 2-4 engine bombers.)

H-LOOP

12. H-Loop is ONLY from upright flat or inverted flat attitude.
13. H-Loop speed cost; -1 downward ALWAYS, -0 upwards from below 29.9 ALWAYS, -1 above. MEMO; climbing inv.; RED loss!!!
14. No Power Factor in H-Loop Game-Turn ALWAYS!!!!!!!!ALWAYS!!!!!!

15. DOWN H-Loop; mandatory FULL Special H-Loop dive value (upper right corner of Data Card) + bla-bla for each 5.0 of altitude at loop start. Both vertical "extras" add 0 to acceler.!!

UP H-Loop; mandatory FULL Dive Sp.(red) Climb ALWAYS (this from ANY(!!) speed!), black-numbered value from green speed, red-numbered from above green speed, BUT both using BLACK-numbered climb loss (but no power ok?).

V. CLIMB(VERTICAL CLIMB)

16. Use the smallest left or right Slip requirement to do it.

17. Use ONLY from upright flat attitude, no other way!!!!

18. From ANY(!) speed add a mandatory +.1 to the mandatory FULL Dive Sp.(red) Climb black value for EACH starting Sp. Point above Stall, and ANOTHER mandatory +.1 for each voided Movement Point.

19. Resulting Speed is ALWAYS 1 Sp. Point above Stall, unless started from less than 3 above Stall; then automatic Stall !!!

20. May fire vertically in same hex or horizontally on exit but in both cases this causes a Stall! (Vertical fire; 300 ft.= 1 hex as usual.)

21. Two Turns allowed if properly banked on exit. -0 speed for these Turns! (Since Resulting Speed is ALWAYS the same, re; 19..)

Optional simplified Stall.

Stall in an aircraft is a complex behaviour which defies being narrowed down to a rule. To simplify play, Stall can be defined as restraining the aircraft to Stall hex for two consecutive Game-Turns. This while using mandatory full black-numbered Max. Dive value on the first Game-Turn and mandatory full red-numbered Max. Dive value on the second consecutive Game-Turn. Exit direction would be in any chosen upright attitude and determined by die roll. Speed on exit would of course be one above Stall only.

V. DIVE(VERTICAL DIVE)

22. Only allowed with at least 4 "W" hits remaining.
23. From any upright attitude use the V. Dive Maneuver Requirement (blue hatching).
From any inverted attitude the requirement is 1 hex ALWAYS.
24. 1 Game-Turn V. Dive; declared and declared exited on the same Game-Turn. MUST be exited in an upright flat Resulting attitude 2 Sp. Points below maximum red speed but in ANY direction. (Mandatory worth; FULL Max. Dive black number x6(!), but only x5 if started from green speed.)

After all that, the subsequent Game-Turn MUST use FULL red-numbered Max. Dive value! No matter what!

25. 2nd Consecutive Game-Turn V. Dive; mandatory exit and mandatory 3 horizontal hexes in an upright flat attitude (may choose 2 horizontal hexes only if Avantaged) and, as always, exit is in any direction! (Mandatory worth; FULL Max. Dive black number x5!)

Exit is only a Resulting 1 Sp. Point below maximum red speed now, but mandatory diving is the choice of the player for the subsequent Game-Turn; 50% black-numbered Max. Dive value or less; MUST specially roll dice at least two below # of remaining "W" hits. Above this 50%; special dice roll result must not be above the # of remaining "W" hits. If not; destr.!

A LITTLE WORD OF AVICE;

The game will appear at first complex. Remember that there are only two specific areas that increase the memory burden greatly; one is to memorise the effects of battle damage; difficult for obvious reasons, and not really avoidable.

The other is more within your control; anything to do with H-Loops and vertical maneuvers; like any pilot, play within your grasp, not your reach.

Data Card values; what they represent in real life.

Speed values; 0= 0-50 MPH (0-80 kph)

1= 50-100 MPH (80-160 kph)

2= 100-150 MPH (160-240 kph)

3= 150-200 MPH (240-320 kph)

4= 200-250 MPH (320-400 kph)

5= 250-300 MPH (400-480 kph)

6= 300-350 MPH (480-540 kph)

7= 350-400 MPH (540-620 kph)

8= 400-450 MPH (620-700 kph)

9= 450-500 MPH (700-780 kph)

10= 500-550 MPH (780-860 kph)

Straightforward, but an overstep of 12 MPH (20 kph) is usually required to move into the next value.

Min. 180 degrees turn diameter, regardless of sustainability, is most closely matched by the two-Turn 120 degrees Slip;

400 ft. or less= ½	1200-1600ft.= 5
400-500ft.= 1	1600-2100ft.= 6
500-650ft.= 2	2100-2800ft.= 7
650-900ft.= 3	
900-1200ft.=4	

Roll rate (in degrees per second);

150+= 0	30-50= 4
120-150= ½	20-30= 5
90-120= 1	10-20= 6
70-90= 2	8-10= 7
50-70= 3	